DERWENT-ACC-NO: 1992-054534

DERWENT-WEEK: 199207

TITLE: Torsional damper for automobile steering system - has stator, and internal rotor attached to steering shaft, and controls voltage to activate electro-rheological damping fluid

PATENT-ASSIGNEE: ANONYMOUS [ANON]

PRIORITY-DATA: 1991RD-0333099 (December 20, 1991)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
RD 333099 A	January 10, 1992	N/A	000	N/A

INT-CL (IPC): B62D000/01

ABSTRACTED-PUB-NO: RD 333099A

BASIC-ABSTRACT:

The damper consists of a two piece outer housing (1). (stator) and an internal rotor (2), attached to the steering shaft (3).

The damper provides a variable amount of damping to the steering system based upon current road and driving conditions through a controller (4). The inputs to the controller could consist of the vehicles' speed and also the degree and rate of the turn just performed. The output of the controller then provides the damper with the correct, potentially varying voltage signal required to activate the electrorheological fluid in the damper and apply the desired damping to the system.

USE/ADVANTAGE - Electro-rheological torsional damper for use in automobile steering system. Provides driver with tuneable steering system feel, and predictable return of steering wheel to ''on-center'' position at completion of turn.

CHOSEN-DRAWING: Dwg.1/1

TITLE-TERMS: TORSION DAMP AUTOMOBILE STEER SYSTEM STATOR INTERNAL ROTOR ATTACH STEER SHAFT CONTROL VOLTAGE ACTIVATE ELECTRO RHEOLOGICAL DAMP FLUID

DERWENT-CLASS: Q22 X22

EPI-CODES: X22-C05;

SECONDARY-ACC-NO:
Non-CPI Secondary Accession Numbers:
N1992-041413

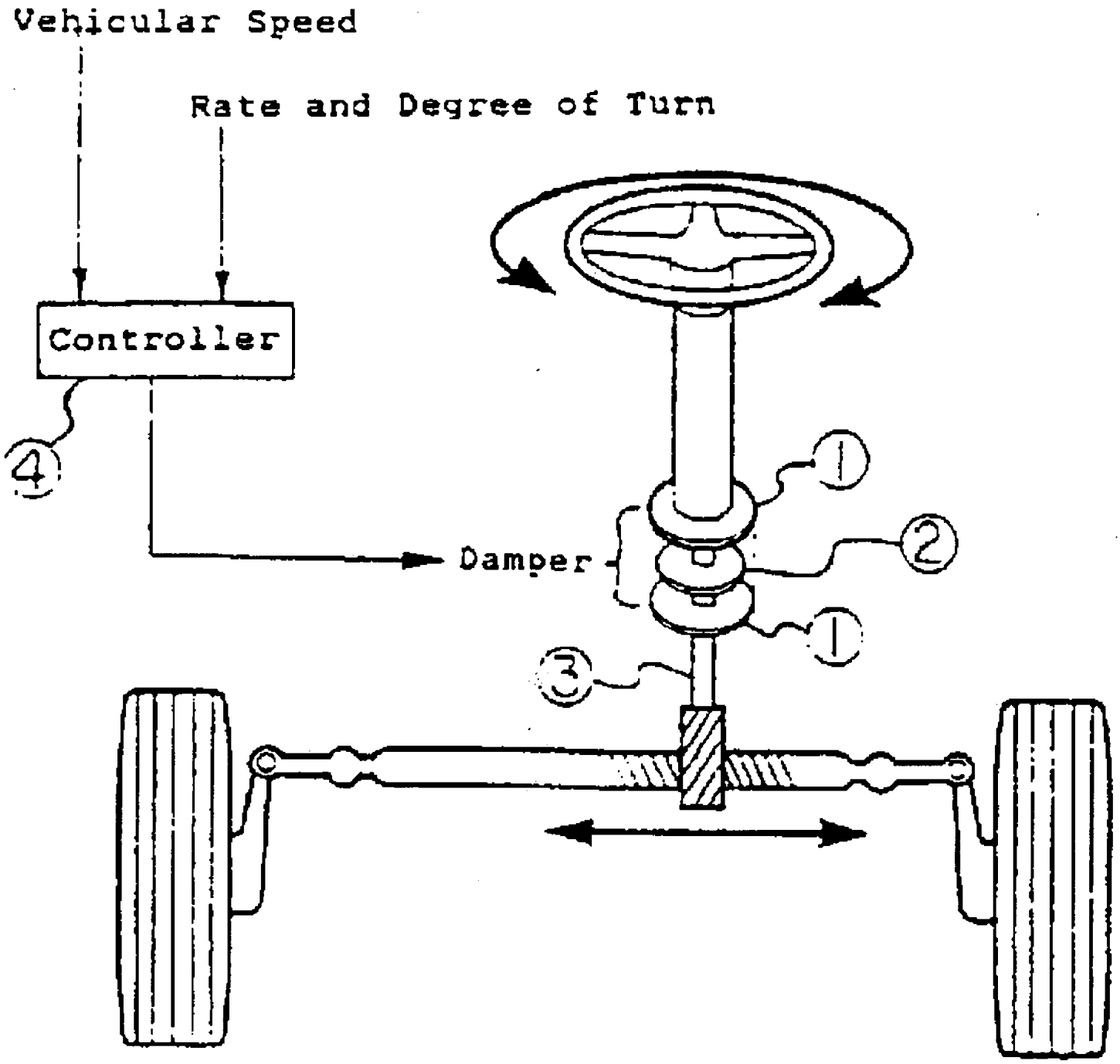

Figure 1

Electro-Rheological Torsional Damper For
An Automobile Steering System